

CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

REPORT

CD NO.

**COUNTRY** East Germany  
**SUBJECT** Soviet Central Motor Vehicle Repair  
Shop at Zeesen

**DATE DISTR.** 20 December 1954  
25X1

**NO. OF PAGES** 2

**PLACE  
ACQUIRED**

**NO. OF ENCLS.**  
(LISTED BELOW) 25X1

**DATE OF  
INFO.**

**SUPPLEMENT TO  
REPORT NO.**

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1. In August 1954, the quota of motor vehicles to be repaired at the Soviet central motor shop in Zeesen was 150 trucks of various types, 10 trailers and 25 jeeps. The quota was nearly fulfilled and 32 Studebakers, 37 ZIS vehicles, 22 Chevrolets, 5 Fords, 20 tank trucks, 12 jeeps, 10 small busses, 3 ambulances and 10 trailers were repaired. The troops turned in about 126 trucks of various types, 27 tank trucks, 20 trailers and 18 jeeps. Vehicles picked up in August included 26 Studebakers, 27 Chevrolets, 20 ZIS trucks, 25 trucks of other types, 16 tank trucks, 4 workshop trucks, 12 jeeps and 11 small busses. The following vehicles were dispatched by rail:  
On 19 August: 5 small busses and 10 plank beds for Studebakers  
On 27 August: 6 Studebakers and 9 plank beds for Studebakers. 25X1
2. On 31 August, about 300 trucks and 95 tank trucks in need of repair stood at the plant in Zeesen. Fifty repaired trucks, 15 tank trucks, 85 jeeps, 8 small busses and 2 workshop trucks were ready to be picked up.
3. The September quota was the same as that of August. Vehicles repaired included 40 Studebakers, about 40 other type trucks, 25 tank trucks, 10 trailers, 25 jeeps and 20 small busses. About 70 to 80 vehicles were picked up by the units. In addition, 10 small busses, 6 Studebaker workshop trucks and 4 ambulances which had been completely overhauled at Oberschoeneweide were delivered to the troops. On 10 September, about 40 trucks, and on 30 September, about 25 trucks of various types, were dispatched by rail toward an undetermined destination.
4. On 30 September, about 50 repaired trucks of various makes, about 30 tank trucks, 20 jeeps, 5 small busses and 2 workshop trucks stood ready to be picked up at the plant in Zeesen. The large number of incoming vehicles in need of repair could no longer be counted, since after early September, these vehicles were parked in a new area of about 200 x 200 meters. The new parking lot was surrounded by a high board fence and was strictly guarded. Entrance was possible

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troops, turned in for repair at Zeesen. It thus occurred that some vehicles in need of repair are parked on the parking lot for more than a year. On the other hand, vehicles which have been overhauled for some time are not picked up. In many cases, these vehicles must be overhauled again.

5. About 60 young Soviet soldiers have been employed at the repair plant for some time.
6. The August and September quota of vehicles to be repaired at the Soviet motor vehicle repair shop in Zeesen was fixed at 130 trucks, 20 small busses and about 20 jeeps per month.

The August quota was not filled because of a shortage in spare parts such as 1 to 4-mm sheets, square and angular iron. The September quota was fulfilled due to overtime working.

Since there was a considerable shortage of spare parts, old parts from discarded vehicles were being reconditioned and used again. In September, all vehicles in need of repair were parked in an area which was surrounded by a high fence and heavily guarded.

On 10 September, a truck with two tons of sheets 1 mm, 1½ mm and 3 mm thick arrived from Fuerstenberg/Oder.

7. The rate of incoming vehicles in August and September was about equal. Each month 140 trucks of various types, about 30 to 40 tank trucks, about 12 workshop trucks, 30 to 40 jeeps, 10 trailers and several small busses arrived there.

The rate of outgoing vehicles was not quite as high. About two thirds of the vehicles were delivered directly to the troops and the rest were dispatched by rail toward undetermined destinations. During the night of 10 September, about 50 trucks were entrained.

8. Since July, about 60 Soviet soldiers have been employed at the plant. [REDACTED] these soldiers were technical students.

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9. Since about three months, 36 amphibious cars with dismantled wheels have been parked at the plant. Order for their repair had not yet been given.

10. There were conferences at the plant administration on a possible transfer of the plant at Oberschoeneweide to Zeesen. The former WAG Werke in Oberschoeneweide is probably to be vacated by the Soviets. It is possible, that the Oberschoeneweide plant will be merged with the plant at Zeesen, since both belong to the same Soviet unit. A large area had already been made available and fenced in near the plant area at Zeesen.

[REDACTED] Comment. The information on the branch plant at Zeesen of the 53d Central Repair Shop indicates that there hardly any changes in August and September compared to the previous months. It is possible that the plant at Berlin-Oberschoeneweide will be transferred to Zeesen.

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